G. R. S. IX-5]

Previous references.

2.2. 405-92
2.B. 440-05(1-6)
~~P 43-13(1-8)~~

1923.

(police)

File No. 38-13

Serial Nos. 1-9.

Later references.

Pol 45-19(1-6)
" -do- (7,8,9)
pol 43-13(1-8)

With an enclosure

May be preserved
AJR
16/11/25

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. Nine

Part B for August 1923.

SUBJECT.

Capsizing of a boat in the Hemavati river near Gondihalli in the Krishnarajpet Taluk.

Subject disposed of by
police 43-13 (1-8)
45-19 (1-6)
-do- (7,8,9)

WD 1888—GPB—16,826—23-7-21

G.R.S. 11] 1913-14

GENERAL AND REVENUE SECRETARIAT.

(Police)

NOTES.

File No. 38-13

FILE HEADING.

Capsizing of a boat in the Hemavati river near Gondihalli in the Krishnarajpet Tk.

From

The Dy. Comr., Hassan Dt.

No. 67 Dated 31·7·13 Received 4·8·13

Diary No. 7423	Enclos. —	Spare Copies. —	Serial No. 1

BRIEF ABSTRACT OF LETTER.

States that on 29·7·13 a boat containing 15 or 20 persons capsized in the Hemavati river near Gondihalli in the Krishnarajpet Tk. & that all were drowned except 5 or 6 persons who saved themselves by swimming & promises to submit a detailed report on receipt of information from the Amildar who has proceeded to the spot.

NOTES AND ORDERS.

Subd. It is a matter for consideration whether this has to be reported to the Residency in accordance with clause (4) of para 1 of the Residency letter read in G.P. No. 7901-39-Mis 1708 dt 12·12·1900.

2) A report to the Residency

7LT

B.G. (S) 4·8·13

NOTES—First Sheet.

GPB—30,000—12-9-11

R. S. 12]

General and Revenue Secretariat. | Police File No. 38 of 1913

Serial No.

does not seem to be necessary. This may be recorded & the further report in the matter may be awaited.

SW 4/8/13

3) Further report may be awaited

SPR 4/8

Dr E.T.

4) For perusal:

2nd Commissioner of Darjeeling

Darjeeling S/P Jr

Well

5/8

WS/K Darj S/P 6/8

4419 6.8.13.

5) Is there any system of periodical inspection of such boats & regulations as to the number of persons they are allowed to carry?

7.8.13 RG

WS/K Darj 8/8

Police Supdt 5) To Branch IV for noting the information required.

Darjeeling 7.8.13.

In the meanwhile the following communications were received:-

2 Tel. Dy 6.8.13 from the Sub Division Officer Jor-Rocks stating that particulars of the accident will be reported before evening.

3 Tel Dy 6.8.13 from the same officer reporting the occurrence of the accident.

4 D.O. Dy 7.8.13 from the same Officer confirming his telegrams.

Note—Contn. sheet.

Submitted to His Highness.

Letter No.67 dated 31st July 1913 from the Deputy Commissioner, Mysore.

D.O. dated 7th August 1913 from the Sub-Division Officer, French Rocks.

7) I submit for His Highness's information the marginally noted communications regarding the foundering of the ferry boat in the Hemavati river near the village of Gondihalli on the evening of the 29th July 1913. According to the D.O. letter of the French Rocks Sub-Division Officer, seven persons saved themselves by swimming ashore and the remaining 13 people are reported to have been drowned. The question whether these ferry boats are periodically inspected by qualified officers is under examination in the Secretariat.

M. Venkataraya -
18th August 1913 -

SA

Record of Cases submitted for the Orders of His Highness the Maharaja

Subject.

8) Foundering of a ferry boat in the Hemavati river near the village of Gondihalli on the 29th July 1913 resulting in the drowning of 13 persons.

132

Order.

9) ~~KRW~~
20/8/13

10) Sanctions
20.8.13 RO

B IV
Please see the last sentence
of the Dewan's Submission note.
A short memo should be submitted
stating the expenditure & the
papers submitted Early

Zb
21/8 Dewan 21/8
Early

6.11
22.8.13

G. R. S. 12]

General and Revenue Secretariat.

Police File No. 38 of 1913

Serial No. 5

From

The Deputy Commr of Mysore no. 9288-8-13

Submits a report received through the Supdt of Police, French Rocks circle in the matter of the capsizing of a boat in the Hemavati river.

12) Subd. The first report already received from the Dy. Commr in the matter was subd. to Dewan on 8.8.13.

13) It is now reported that 13 persons were drowned & 7 saved themselves by swimming to the other bank & all these belong to the villages of the Hole-Narasipur Taluk. The dead-bodies have not yet been traced & it is not possible to cross the river and ascertain as to how the boat capsized as there are no spare boats there.

14) Subd. for orders.

KN.(123) 12.8.13 KRK

Dy Secy) SPR 12/8 Dewan 12/8

Secy)

15) The report is very meagre & does not give details regarding the cause of the capsizing of the Boat. The DC must be asked to have a full Enquiry made about the cause of the accident & report the results within a week. A letter to the above effect may be issued to the DC & the file returned to me.

Draft SPR 12/8 Dewan 12/8

Seven sheets 5, 6 & 7 were separately subd. in consideration but they have now included in the main file as per orders of the Secy BG. 2.9.13

Subd. The Secy has called for the papers (Vide file bunked for notes on the typist abstract)

NOTE—Contn. sheet.

GPT—65,000—17-6-12.

General and Revenue Secretariat.

Police File No. 38 of 1913-14

Serial No.

16) Draft to the D. C. Mysore Dt.

subd.
B.G. VM
(sd) 13.8.13

17) Issue
SDR
13/8

8. To the Dy Comr Mysore Dt.
No. J 559 d. 13.8.13.
Requests him to make a full enquiry as to the circumstances connected with the accident & to report the result within a week.

7 From The Rev. Comnr No. 2052 Dy 14.8.13
Forwards the copy of ~~report of the report~~ of the Amildar of Hole Narasipur received through the Dy. Comnr of Hassan regarding the accident.

18) Subd. The Amildar of Hole Narasipur has given a detailed report regarding the accident. (Please see paras 5-9)

2

19) He is of opinion that there is no reason to suspect any foul play & that the occurrence was purely accidental.

VN (123) VM
15.8.13

Subd to Dy Secy & Asst Secy Mysore left-Mysore
VM
15/8/(11.45

20) The report is now full. out of 20 ni males, 13 were drowned with the basket while 7 persons saved themselves by means of swimming to the shore. The enquiry clearly shows that the boat got-

NOTE—Contn. sheet.

General and Revenue Secretariat.

Police File No. 38 of 1913-14

Serial No.

baby by accident but it is not clear whether precautions could not have been made beforehand against it.

21) These accidents are becoming less rare, suggesting the need for increased control of boats.

22) The question will, if permitted, be separately examined and suggestions made in this matter.

Duncan Asylaw
15/8

Secy

23) Thirteen subscribed thanks [illegible] to the Dewan who wanted [illegible] permanently the D[illegible] the question of how to prevent the occurrence of such accidents may be the suggestions put up on the matter

[illegible]

NOTE—Contn. sheet.

GIP—65,000—17-6-12.

G. R. S. 12]

General and Revenue Secretariat.

Police File No. 38 of 1913

Serial No. 8

From

The Dy. Commr, Mysore Dt.

No. 1378 dt 19.8.13

Submits a further report in the matter of the capsizing of a boat near Gondihalli

24) Subd. Hiriyalagiri Gowda Patel of Valambige Village, Hole Narasipur Taluk, has made a statement before the Station-House officer, Kikkere that the boat in question was in perfect condition on the morning & Evening of the day of the accident. The capsizing is due perhaps to its contact with some rock.

The previous papers were subd. to the Secy on the 14th instt.

Subd. for orders.

K.N. (123) 21.8.13 Ml

Dr Secy

Secy

Secy 22/8 Dy Secy 22/8

Dr Secy has left this is subd to the Secy

Ml 22/8

Secy

Ml 23.8

NOTE—Contn. sheet.

G1E—65,000—17-6-12.

R. S. 12]

General and Revenue Secretariat. | Police File No. 38 of 1913-14

Serial No.

Sealed

25) The ferry under reference is probably ferry no 4 given in the list flagged O. and is probable worked by contract.

Red file L7 70 of 1895
The telegram suggests the ferry belongs to Nandipur Taluk C.C Hassan Dt.

26) Attention is invited to clauses i & vii of para 3(b) in G.O.N° 911-19/P89 dated 19th May 1880 enjoining ferrymen to keep their boats in good condition and to take out licenses for working ferries in the Mysore Dt.

Flag T in L7 file 405 of 1892

7 aug N

27) Govt. Circ. N°: 6558-65/201 dated 15th Nov 1881 lays down that the Deputy Commrs should arrange for the periodical inspection by Amildars or other officers of all the ferry boats in their respective Taluks and furnishing the ferrymen with necessary licenses. It is not known whether any orders have been issued by the Dy Commrs in this behalf and if so to whom these duties have been entrusted in accordance with the Circular of the 15th Nov 1881.

L7 file 263
23/8/13

K.P.92 MW
22.8.13 NB

7.1.

28) The circulars of 15th Nov 1881, and the G.O of 19.5-1880 enjoin the ferrymen to keep boats in good order, and to take out licenses as to the number of passengers they may carry in each trip. Those orders further direct the Deputy Comrs to arrange for the periodical examination of all the ferry boats in their districts, and for the furnishing of licenses to all

NOTE—Contn. sheet.

GIP—65,000—17-6-12.

(to all) ferrymen on the highroads, specifying the number of passengers they may carry on each boat. It has further been directed that this number should be marked on a conspicuous part of each boat, for the information of all concerned.

29) It has to be ascertained if the ferry in question was one on the highroads, and when it was last inspected and by whom, and whether any licence specifying the number to be carried on it, had been given to the ferryman

30) The attention of all the Deputy Comrs may be invited to the Standing orders, and a report called for as to how far they have been given effect to.

31) The rule as to licenses may be extended to all ferries, irrespective of whether they are on the high road or not.

32) It may further be desirable to publish these orders in the Mysore Rev. Manual, so that they may be readily available for reference by Rev. Officers.

33) Detailed rules on the bases of those, if any, in the neighbouring

NOTE—Contn. sheet.

L Misc 1/15

General and Revenue Secretariat.

Police File No. 38 of 1913-14.

Serial No.

Mr Indian Districts will be prepared, if necessary, after taking the necessary action on such of the points above referred to, as are approved.

Dy Secy) Asst 23/8.

34) Since writing the above, G.O. nos 9483-90/L.B.440-05-10 dt 15-4-07 has been put up by the office as bearing on the same subject. Para 7 of this order directs that the Contractors should be held responsible for the safety of the boats, and their maintenance in good condition. This does not alter the line of action proposed indicated above.

Dy Secy) Asst 23/8

May X.

L Misc 263

35) May be returned to Dy III for further action — Dy Secy 25/8 SPA 25/8

By III SPA

36) In the meanwhile a detailed report has been received.

9 From The Dy. Comr, Mysore Dt. no. 145 dt 22-8-13 Forwards a detailed report in the matter.

37) It will be seen from the Sub Divisional Officer's report that the boat was sound at the time of the accident, that it was not overloaded at the time, (that it was in charge of an experienced boatman) and that the accident was due

NOTE—Contn. sheet.

GPB—65,000—17-6-12.

General and Revenue Secretariat.

Police File No. 38 of 1913-14

Serial No.

to the leather of the boat having been torn by coming in contact with some hard substance beneath the surface of water.

38) The Sub Division Officer recommends that a platform boat may be provided for the ferry at Gundlupet.

Dy. Comm^r may be asked to take separate action in the matter. Draft 27/8

B.G. 3912-8-13 MK

Subd. for orders.

39) According to the Sub's report this fatality was entirely due to accident, the boat being fairly new & not having been overloaded at the time of the accident.

40) After perusal of the report, further action will be taken. as indicated above

SM 26/8

41) (By Secy)

As regards the Diwan's queries in para 5, there is no regulation as to the no of persons ferries are allowed to carry but there is an old order of Govt requiring District Maps & Dy Comm^rs to arrange for inspections.

× 7/8

The Branch will send me this file after action is taken Draft 27/8

42) The entire subject requires a comprehensive consideration by Govt & Dam, as already desired, collecting the needful materials for drafting a scheme.

NOTE—Contn. sheet.

C. R. S. 12]

General and Revenue Secretariat.

Police File No. 38 of 1913

Serial No.

43) The present report may be recorded, separate action being asked to be taken as regards the proposed construction of a platform for the ferry at Gowrishalli.

Draw up letter 27/8 SPL 2/8

Secy)

44) [illegible]

45).

46) The other file was perused by and sent to the Secy as directed by the Dy Secy. The Secy ordered that the two files may be put together & those dealt with by the Secy. for [illegible] as soon as any one of the papers in the second file [illegible] to the Dy Secy [illegible]

× pol 43-13(18)

NOTE—Contn. sheet.

GPE—65,000—17-6-12.

1/15a

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Subd.

47/14 D.C. Bijapur requests in his letter no. 145 of 22/8/13 for the return of the original report no. 216 of 19.8.13 received from the Asst. Comr., French Rocks, Dharwar about the drowning of the fatality in the Hemavati near Gorihalli.

48/ As the papers have been recorded the enclosures may perhaps be returned. A draft for the same is put up

1/3/22.

Issue.

No. J. 4243 of 3/3/22

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

DIARY No. 2423 /14

1913-1914
SECTION Police
FILE No. 38-13
SERIAL No. 1

2067

Office of the Deputy Commissioner,
Mysore District.
Dated, Mysore, 31st July 1913

From

A.Subramanya Iyer Esquire., B.A.,
Deputy Commissioner, Mysore District.

To

K.R.Sreenivasa Iyengar Esquire., M.A.,
Secretary to the Government of Mysore,
General and Revenue Departments.

Sir,

I have the honour to report for the information of Government that the Superintendent of Police, French Rocks, informs in his No.138 dated the 30th instant that on the evening of the 29th instant, a boat containing about 15 or 20 persons capsized in the Hemavati River near Gondihalli, Krishnarajapet Taluk, that 5 or 6 persons however saved themselves by swimming to the other shore and the rest were drowned and that the details are not known. A detailed report will be submitted on receipt of the same from the Amildar who is stated to have proceeded to the spot.

I have the honour to be,
Sir,
Your most obedient Servant,

Deputy Commissioner
Mysore District.

HS

1913.

From The Deputy Commissioner Mysore District.

4/8/13.

To The Secretary to the Government of Mysore Genl & Rev. Depts. Bangalore

Dated 31st July 1913

Despatched

Received 5

General No. 67
No.

Enclosure No.

Reports that on the 29th inst a boat containing 15 or 20 persons capsized in the Hemavati River near Gondi Krishnarajpet Taluk.

GPB—50,000—26-9-12

15

file no. 38-13
Sl no 2

15

C. INDIAN TELEGRAPHS.

NOTICE.
This form must accompany any inquiry made respecting this Telegram.

Charges to pay. Rs. As. Office Stamp. 6 AUG 13 C.T.D.

Handed in at (Office of Origin.)	Hour.	Minute.	Service Instructions.	Words.
French rocks Sm 6	15	15		22

Recd. here at 16 H. 2 M.

TO Private Secretary to Viceroy Bangalore

Particulars of a fatality will be wired before evening

Sub Divisional Officer

N. B.—The name of the Sender, if telegraphed, is written after the text.

Mnfd-1 Am Irrnl. Calcutta—Tel3

16

IN TELEGRAPHS.

NOTICE.

This form must accompany any inquiry made respecting this Telegram.

Charges to pay.

Rs.	As.

Office Stamp.

Handed in at (Office of Origin.)	Hour.	Minute.	Service Instructions.	Words.
Nanjangudatam	17	30		65

Recd. here at 17 H. 38 M.

TO

Private Secretary

To Dewan Bangalore

At evening six twentyninth

June twenty nyoto off

Hasur Singapur volumbige

villages off H narasipur last

evening lands Krishnarajapete

N. B.—The name of the Sender, if telegraphed, is written after the text

16, 17, 18

File no 38-13
Sl-no-3

C

INDIAN TELEGRAPHS.

17

BANGALORE GAS 3 GLD.

NOTICE.

This form must accompany any inquiry made respecting this Telegram.

Charges to pay.	
Rs.	As.

Handed in at (Office of Origin.)	Hour.	Minute.	Service Instructions.	Words.

2 –

Recd. here at H. M.

TO

Krishnarajapete
side of Nonavati entered
basket boat to return
home with straw which
prevented detection of leak
boat foundered midriver
seven men swam ashore thirteen

N. B.—The name of the Sender, if telegraphed, is written after the text.

Bullock Press, Calcutta—Tel.

1624

Tele no 38-13
SC no. 4

19

Office of the Assistant Commissioner
French Rocks Sub-Division

French Rocks.

Datea 7th Aug. 1913.

My dear Mr Hiriyannaya,

I write to confirm my yesterdays telegram from Serugapatam, copy of which is enclosed for reference. I give also a list of the names and ages* of the persons who were drowned.

The survivors made for the H. Narasipur bank near which the fatality occurred, and the want of a boat prevented the Krishnarajapete police, up to the time of their last report, from crossing over to secure further information. The real cause of

* not available for persons saved. RF

1924

File no 38-13
SC. no. 4

21

Office of the Assistant Commissioner
French Rocks Sub-Division

French Rocks.

Dated _____ 191

Copy of telegram despatched on the 6th August 1913 to the Private Secretary to the Dewan of Mysore, Bangalore.

"At evening Six twentyninth June twenty Ryots of Hosur Scigapur Volambige village of N. Narasipur but owning lands on Krishnarajpete Side of Hemavati entered basket boat to return home with straw which prevented detection of leak boat foundered midriver Seven men swam ashore thirteen including eight women and boat man drowned bodies yet unrecovered ferry belongs Narasipur enquiries proceeding

w

The fatality can only be determined after the basket boat has been recovered, and the survivors have been examined.

The boats which ply many here on the way ferries are not supplied by Govt, and the contractors too often employ coracles covered with imperfectly covered hides which soon rot under the water line, and render the daily crossing of an estuary a daily miracle.

With kind regards

Yours sincerely

M Rennie Rae

2.2

97

proceeding.

Sub Divisional Officer

/Sd/ N. Rama Rao
Assistant Commissioner
French Rocks

Copy
N. Rama Rao
for Dist. Asst. Com.

I Names of persons drowned.

Village	Names	caste.	age
(1) Volanbige (1)	Thimma Son of Ranga	Vakkaligar	30
— do (2)	Javare Gowda Kali	— do	— 35
— do (3)	Thimmi - wife of Galakki Gowda	— do	— 40
— do (4)	Helavi (daughter of Kannoji yanne Hole)	— do	— 25
— do — (5)	Hombi (daughter of Chikke Gowda)	— do	20

1924

Tale no 38-13
SC no. 4

---

2)

(6) Putte ~~dooooo~~ (wife of Kaliah) " - 22
&
(7) Narasi (Hale Belagulada) " - 50

Singapur (1) Nala Patel Thimme Gowda — " - 40
(2) Gunjeda Thimma - - Balagai - 30
do (3) Boaiman Javara — do - 45
(4) Doddeerana Chikkeera - do - 30

Kere
Adike Hosur (1) Ningi (daughter in law of Thimma) - do - 21
do (2) Chenni (daughter of Thimma) - do - 18

Grand total drowned (13)

II Persons saved

Volambige (1) Patel Mudligiri Gowda.
(2) Yalakki (a lad)
(3) Saddappana Thimmanna.

Hosur (1) Kale Gowdana Putte Gowda
(2) Kala (Son of the above).

92
1

Office of the Deputy Commissioner,
Mysore District,
Dated Mysore 8th August 1913.

25

J 498
Police
3813

From

A. Subramanya Iyer Esquire, B.A.
Deputy Commissioner,
Mysore District.

To

K.R. Sreenivasa Iyengar Esquire, M.A.,
Secretary to the Government of Mysore,
General and Revenue Departments,
Bangalore.

Sir,

In continuation of my letter No. 67 dated 31-7-1913 reporting that a boat capsized in the Hemavati River at Gondihalli of the Krishnarajapet Taluk, I have the honor to forward the latest report received from the Amildar of Krishnarajapet through the Superintendent of Police, French Rocks, stating that 13 persons were drowned and that 7 saved themselves by swimming to the other bank of the river. It is also reported that the above said persons belong to the villages of Vallambi, Adikekere Hosur and Singapur of Holenarasipur Taluk and had come to this side of the river to work in their fields as usual and while returning to their ~~houses~~ homes in the evening, with buddles of grass, the boat capsized with the result referred to above. Further, the ferryman is also reported to have been drowned along with the boat.

Ori 3813-1
Sent to Secretariat on 8.8.13

None of the dead bodies of the persons drowned in the river has been traced as yet and for want of a boat it is not possible to ascertain from the persons on the other side

of

14/108 W.

1913

From The Deputy Commissioner
Mysore District.

Pl. rec'd 11-8

To The Secretary to the Govern.ment
of Mysore
Genl & Rev. Deptt.
Bangalore.

Dated 8th August 1913

Despatched

Received

General No. 92
No.

Enclosure No. 1

Submits detailed report re the
Capsizing of a boat in the
Hemavati river at Gondihalli
K. Pet. Taluk

GPB—50,000—26-9-12

of the river how the boat capsized. The Amildar of Holenarasipur Taluk is also stated to have visited the spot.

I have the honour to be,

Sir,

Your most obedient Servant,

Deputy Commissioner,

Mysore District.

S.S.

№ 142
Enc 1

27

In continuation of this office No. 138 dated 30.7.1913. has the honor to forward herewith report No. 80 dated 30.7.1913 in original from the Amildar of the Krishnarajpet Taluk, received by the undersigned this morning re the persons drowned in the Hemavati river at Gondihalli of this Taluk.

Superintendent of Police.
French Rocks.

Camp. Krishnarajpet
31.7.1913.

31/7/13

T. Lakshmaiah
Inspector

Submitted,

Venkataramanaiah
Accountant

30/7/13

130

1318

G.R.S. 26] 498

Re the capsizing of a boat in the Hemavati Police river near Gundibli in the Krishnarajpet Taluk.

File No. 38-13

Serial No. 6

*Diary No. of letter replied to*_____

No. 9559

General and Revenue Secretariat

( )

, *the* 19 .

To

The Deputy Comr. Mysore Dt.

Date of issue 13/8/13

Signed by L. P. Narasimhachar

With reference to his ~~your~~ letter No. 92 dated the 8th August 1913 regarding the capsizing of a boat in the Hemavati River near Gundibli in the Krishnarajpet Tk., I am to request that a full enquiry may be made as to the circumstances in connection with ~~the cause of~~ the accident and the steps taken for the

over.

State that the report furnished is not complete and does not give details regarding the cause of the accident & to

SUBJECT.

31

Information of food value a week

By Order

for Secretary.

185
(51) 13-8-19

List of enclosures,

Copied by

Examined by

GPB—10,000—28-2-11.

OFFICE OF THE REVENUE COMMISSIONER
IN MYSORE.

3

Bangalore, 14th August 1913.

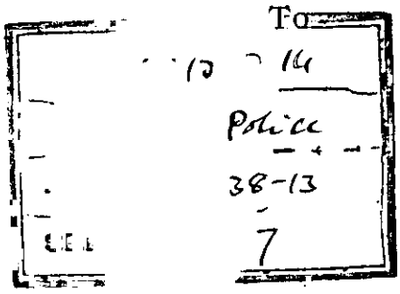
No. 2052/4

FROM

K. Doraswami Iyer Esquire,

Revenue Commissioner in Mysore.

DIARY No. 3577



The Secretary to the Government of
His Highness the Maharaja of Mysore,
General & Revenue Departments.

SIR,

I have the honor to forward herewith in original letter No.56/R dated 5th August 1913 together with its enclosures from the Deputy Commissioner, Hassan District, reporting that 13 persons were accidentally drowned in the Gondihalli Ferry of the Krishnarajpet Taluk on 29th July 1913.

I have the honor to be,

Sir,

Your most obedient servant,

Revenue Commissioner.

V.M.R.

R. C. 4.

From K. Doraswami Iyer Esquire,

Revenue Commissioner in Mysore.

To

The Secretary to the Government of
H. H. the Maharaja of Mysore,
General & Revenue Departments.

Dated Bangalore, 14th August 1913

Despatched

Received

General No. 2052

Enclosure No. 4

SUBJECT.

Forwarding letter from the Deputy Commissioner, Hassan District, reporting that 13 persons were accidentally drowned in the Gondihalli Ferry of the Krishnarajpet Taluk on 29th July 1913.

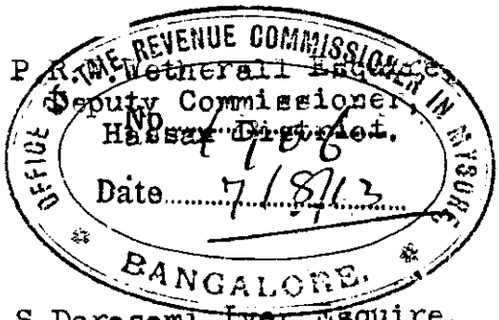
Urgent

33

1913-14.

From

P.R.M. Wetherall Esquire,
Deputy Commissioner,
Hassan District.



Date 7/8/13

To

K.S.Dorasami Iyer Esquire,
Revenue Commissioner in Mysore,
Bangalore.

Dated 5th August 1913.

Despatched

Received 7.8.13 P.S.

General No. 56

No. R

Enclosure No. 3.

Sir,

I have the honor to state that, on Tuesday the 29th ultimo, there was a case of accidental drowning of 13 persons (five men and eight women) in the Gondihalli Ferry of the Krishnarajapet Taluk while they were returning to their villages in the Holé-Narsipur Taluk in a ferry basket boat (Toorvee) after finishing the transplanting work in their wet fields situated on the Gondihalli side of the

the 34 Hemavati river. The persons who were unfortunately drowned in the floods are reported to belong to the Singapur and two other neighbouring villages of the Holé Narsipur Taluk. Needful attempts were made to find out the dead bodies but without success.

2. Mr: R. Srinivasaiengar, Acting Amildar and 3rd class Magistrate of Holé-Narsipur Taluk proceeded to the spot immediately after receipt of information and a copy of his detailed report submitted to me after enquiry as a Magistrate is herewith submitted for perusal.

3. From the facts reported by the Amildar Magistrate, it is seen that the drowning of the said persons was purely accidental.

I have the honor to be
Sir,
Your most obedient Servant,

H. Wetherall

Deputy Commissioner
Hassan District.

BM

Rec

Report received from the Amildar and 3rd class magistrate of the Hole-Narsipur Taluk in connection with the accidental drowning of 13 persons on Tuesday the 29th Ult, in the Gondihalli Ferry (Hemavathi River)

At about 10.30 A.M. on Wednesday the 30th July 1913, Chikkegowda, Patel of Ulivala village submitted in person a report to say that at about 5.30 P.M. on Tuesday the 29th ~~instant~~ idem the ferry-basket boat ~~punnu~~ in the Gondihalli kadavu accidentally sank in the Hemavathi River with the people in it. Subsequently a report was received from the Patel of Valambige village. The Patels of Singapura and Adakekere Hosur also submitted their reports

2. With the Police Inspector I went to the kadavu at about 2 P.M. on 30-7-13 and with the villagers made a vigorous search on the bank of the river for more than two miles but without any result. No traces of any dead body could be had. Early morning some had gone as far as Mandagere in the Krishnarajapet Taluk. They too returned without

Without being able to find out any dead body.

3. At about 5.30 P.m. Mr T. Venkata Ramayya B.A Amildar of Krishnarajpet Taluk came to the otherside of the river. He took from me the number of persons that died and the number that survived. On being asked whether he would go to this side of the river through Marsikamahalli ferry he replied that he was returning to Head-Quarters. I requested him to arrange for a search party on the otherside of the river to find out the dead bodies. He went away

4. The Gondihalli kadavu goes by the name of the village of Gondihalli situated on the other side of the river in the Krishnarajpet Taluk. The Taluk boundary stone is not on this side of the river but it is on the other side. Yet the ferry which goes by the name of the village in the Krishnarajpet Taluk is being leased and the profits are taken by the Krishnarajpet Taluk Board. Singapeer village in the Hole Narsipur Taluk is as near to the kadavu on this side of the river as Gondihalli in the Krishnarajpet Taluk is on the other side of the river. The ferry consists of a basket boat with leather tied all round. In Kanarese it is called Kolaveru. This ferry is mostly used by the villagers of Kolambige, Singapura, and

Adaké kere hosur

Adalékeré Hosur of this Taluk. These either own wet lands or cultivate such lands for vana or puttige on the other side of the river. This being the "Vetti" season the traffic is heavy. This ferry is also used by people going to and coming from Kilkkeri and other places in the Krishnarajapet Taluk.

5. Patel Chikké gowda of Ulvial village has taken up the lease of the aforesaid ferry for five years and this is the first year of the new Contract. He was the ferry contractor during the past five years also. Besides this Chikké gowda has taken up the Gani ferry Contract in the Chennarayapatna Taluk. He lives in Ulvial koppal which is situated on the Chennarayapatna Road about half a furlong from the Gani ferry. This koppal is about three miles from the Gonikalli kadavu. When the ferry-basket boat sank in the Hemavathi river, Chikké gowda was in Ulvial koppal. He got information at about 7.30 P.M. from his son who has gone to Kolambagé to fetch coolies for the next day to work in his fields. Chikkégowda immediately went to Adalkeré Hosur a village about three miles from his koppal and after making enquiries there he went to the kadavu a distance of more than a mile. There he called out for the Patel of Gonikalli on the other side of the

river

(Chikkegowda's)

river and told him to submit in his name a report of the occurance to the Krishnarajapet Amildar. In the kadaun he could not find anything. He went to Singapura where he got a report written by the Private School master, and sent his grandson Nanja with the report to Krishnarajapet. He appears to have returned to his koppal that night, and the next morning he came to Hole Narsipur and got a report written and presented the same to the Amildar. This is the story given by Chikkegowda.

6. As many as 36 persons have been examined. From the enquiries made it would appear there were in all 20 persons 12 males and 8 females in the unfortunate ferry-basket boat. Thirteen persons sank with the basket while seven persons who knew swimming reached the shore. The man who was conducting the ferry basket also went down. Statement A gives the details of the persons who reached the shore and Statement B gives the details of the persons who were drowned. The aforesaid 20 people belonged to the villages of Kolumbigé, Adalligere Koppa, and Singapura in the Hole Narsipur Taluk. From the Statements of the Survivors it is clear that there were neither any more persons nor any other villagers in the ferry basket boat. The Patels of these villages also corroborate the Statements of the Survivors as regards the persons who were drowned.

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7 From what the Survivors have stated
it would appear that the ferry basket/boat as
usual left the other shore and when it reached
a place called "ಅಂಡೆ or ಪಾಲೆಬೈಲು" there was
sudden jerk. Immediately water began to
enter into the basket and before it proceeded
2 or 3 yards it went down. The seven males
who escaped drowning knew swimming. The ferry
Conductor — as also the other four males
did not know Swimming. It was about the
middle of the river where the basket sank.
It was not possible for the seven persons
to render any help to the others. A boy of about
15 years has providentially escaped. In the
basket there was nothing else except the afore
said 10 persons. These were returning home
after their day's work in the wet fields on
the other side of the river. Mandlagiri Gowda
the Patel of Volamkige who is one of the persons
that escaped drowning, says that both Javara
and another Thimma were conducting the ferry
basket/boat while the others state that it was only
Javara that was conducting the ferry basket/boat
However both Javara and Thimma were drowned
in the river. It is said that the water in the river
was "ಮೊಣಕಾಲು ಆಳ". All those that were drowned
belonged to the Narsipur Taluk.

8 Javara the ferry conductor has been ply-
ing this profession for the last 15 years and more
Whoever

60

Whoever may be lessee it was Javara who was the ferry conductor under him. His father and brother were also playing the same profession He is not a newly appointed man. His year the ferry-basket boat has been working for the last one month and more. Even just before the unfortunate people found a watery grave the ferry basket boat took from this side to the other side a set of passengers. The aforesaid villagers including those that died have been using the ferry basket boat all these days. On the very morning all went to the other side by this very ferry basket boat. All the Survivors state that the ferry basket boat was in good order even when they sat in it just before the unfortunate accident. Patel Chikkegowda says that the basket boat was renewed only last year and the leather used was brand new. having been put up only in June 1913. The ferry-basket ~~should~~ must have sunk about the middle of the river. Since those that survived reached the shore other than... that which they left.

9. Neither the Survivors nor the Patels of three villages nor the relatives of the deceased have any Suspicion about the fatal occurance. They all attributte it to mere accident. The relatives that were examined are given in the last column of Statement B. The value of the properties that were on the person of the deceased might be not less than Rs 300/-

to The three villagers are plunged in deep sorrow. No wonder they put on a woeful appearance. The enquiry made leads to the conclusion that the occurance was purely accidental and there is no room to suspect any foul play especially as the ferry-conductor also was drowned along with the others.

(Sd). R. Thirunarayana Iyengar
3rd class Magistrate
2.8.13.

Compd
13

Copy
P. Whitwell

Dated Hassan
5th August 1913

Dy Com
Hassan Dist.

12

Particulars of persons who reached the shore safe. A Statement

No	Name of person	Sex	age	Remarks
1	Arndlapuri Gowda Patel of Volumbige	male	37	Volumbige
2	Thimma.	do	45	
3	Nanjappa.	do	15	
4.	Thimma bin Kala	do	35	Adakere Hosur
5	Putta.	do	62	
6.	Kala	do	28	
7	Thimma bin Thimma	do	25	

Compd SD

Copy
H. W. Wetherall
Dy. Com. Hassan Dist.

(Sd). R. Thimmarayana Iyengar
3rd Class Magistrate
7 0 13

Statement B. 143

Particulars of persons that were drowned on 29-7-1913. B.

No	Name of person	Sex	age	Persons examined.
				Volumbige Village.
1	Kali	Female	22	1 Father Javaregowda 2 mother Kengi.
2	Kali	do	25	1 Husband Ranga (2) Mother in law Lakshmi
3	Puttu.	do	26	(1) Husband Kala
4	Lakshmamma	do	60.	(1) Sister's son Ranga. She has no other relation and was in the protection of Ranga
5	~~Thamma~~ Thimma.	male	30	(1) Mother Lakshmi. (2) wife Javari Brother Ranga
6	Thimmi.	Female	40	(1) Husband Jalakki. (2) Son Nanjappa. The Son was with the mother in the ferry basket and he escaped.
7	Lakshmi	do	15	(1) mother Hammi (2) brother Ranga (3) Husband Javana.
				Adakekere Hosur.
8	Kengi.	do	23	(1) Father in law Thimma (2) Mother in law Kali. (3) Husband Thimma. The husband was with the wife in the ferry basket and he escaped
9	Thimmi	do	26	(1) Father Thimma (2) Mother Kali. (3) Brother Thimma. The brother was with the sister in the ferry basket. He escaped
				Singapura.
10	Javana This is the ferry conducting man	male	45	(1) Brother Thimma (2) wife Lakki (3) Son Honna.
11	Sanna Thimma	do	30	(1) Brother Thimma (2) mother Bori (3) wife Kali
12	Chikkelsa	do	25	(1) Father Ena. (2) mother Linji. (3) wife Kuchi
13	Thimmegowda. This is the patel of Singapura nada	do	45	(1) wife Javanamma. (2) Son Thimma. (3) Mother Kempi. (4) Brother in law Ranga.

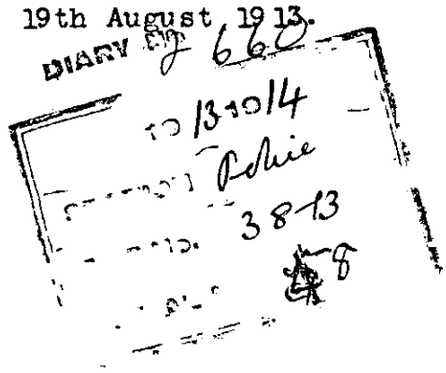
Copy

(Sd) K. Thirumanayana Iyengar
3rd Class Magistrate
2. 8. 13.

Deputy Commissioner
Kolar and Bidar

Ro 137/1

Office of the Deputy Commissioner
Mysore District,
Dated Mysore 19th August 1913.



From

A.Subramanya Iyer Esquire, B.A.,
Deputy Commissioner,
Mysore District.

To

K.R.Sreenivasa Iyengar Esquire, M.A.,
Secretary to the Government of Mysore,
General and Revenue Departments,
Bangalore.

Sir,

In continuation of my letter No. 92 dated 8th August 1913 reporting on the capsizing of a boat in the Hemavati River near Gondihalli of the Krishnarajāpet Taluk and with reference to your letter No. J 559/Police 38-13-3 dated 13-8-1913, I have the honor to state that from the enclosed statement of Mudlagiri Gowda, Patel of Valambige village in the Holenarasipur Taluk received with yadi No. 52 dated 13-8-1913 from the Superintendent of Police, French Rocks, it will be seen that the ferry in which they crossed the river in the morning, was in a good condition and was not damaged at the time it was launched again into the river in the evening, that some crackling noise was heard when the ferry was in the mid-stream perhaps due to its contact with some rock or foreign body which resulted in causing a hole in the ferry and that the boat went down the river with all its passengers numbering 20 excluding the ferryman who was also drowned.

Seven persons saved themselves by swimming to the other bank of the river, one of them being the Patel himself referred to above.

The

111
21/8 Rev

1913

From The Deputy Commissioner
Mysore District

Legal
Police
21/8 (5-15

To The Secretary to the Government
of Mysore
Educational Rev. Department
Bangalore.

Dated

Despatched

Received

General No. 137
No.

Enclosure No. /

Submits further report re Capsizing
of a boat in the Hemavati River
near Gondihalli, K. Get Taluk.

GTB—10,000—26-9-12

The Sub Division Officer, French Rocks, has been requested to submit a detailed report after enquiry on the spot and the same will be submitted to you after receipt.

I have the honor to be,

Sir,

Your most obedient Servant,

Deputy Commissioner,

Mysore District.

S.S.

Encl: 1 set

31-7-13

To
The Secretary
Sri Venkateswara Swamy Vaari Devasthanams
Tirupati

Sir,

Sub: Submission of Proposals for Annual Brahmotsavams - reg.

I am submitting herewith the proposals for conducting Annual Brahmotsavams in Sri Venkateswara Swamy Vaari Temple, Tirumala from 28-9-13 to 6-10-13 (9 days) for your kind consideration and favourable orders.

Thanking you,

Yours faithfully,

(Signature)

Encl: As above

Copy submitted to the Executive Officer, Tirumala for information and necessary action.

(Signature)

No 145 — file 700 J 445

Office of the Deputy Commissioner
Mysore District

Dated, Mysore, 22nd August 1913.

1913-14
Police.
File No 38-13
Cl. No. 9

From

A.Subramanya Iyer, Esquire, B.A.,
Deputy Commissioner
Mysore District

To

K.R.Srinivasiengar, Esquire, M.A.,
Secretary to the Government of Mysore
General and Revenue Departments.

Sir,

With reference to your letter No 3559 dated 13th August 1913. Police 38-13-3
I have the honor to forward herewith in original (for kind return when done with) report No.216 dated 19-8-13 received from the Assistant Commissioner French Rocks Division about the ~~&&&&&&&&&&~~ drowning fatality in the Hemavati near Gondihalli. It will make it plain that the coracle is quite safe and is in charge of an experienced boatman and that the accident must have been caused by some partially submerged hard substance coming in contact with the coracle.

The question of providing platform boats has been engaging the attention of the District Board and it is proposed to have 2 such boats this year for use at T.Narasipur and Sargur in the Heggaddevankote Taluk. Other ferries will be supplied with such boats in the order of urgency.

I have the honor to be,

Sir,

Your most obedient servant,

Deputy Commissioner
Mysore District.

111/Nr. 24/14 police 25.8

1913

From The Deputy Commissioner
Mysore District.

To The Secretary to the Government
of Mysore
Revenue Department
Bangalore

Dated 22nd August 1913

Despatched

Received

General No. 165.
No.

Enclosure No. 1 file

Submits detailed report re
drowning fatality in the
Hemavati river near Gondihalli
Krishnarajpet Taluk.

50

G. R. S. IX-5]

Previous references.

pol 38-13(1-9)
43-13(1-8)

1923.
(police.)

File No.

Serial Nos.

Enclosure to police 38-13(1-9)

Later references.

GENERAL AND REVENUE SECRETARIAT.

Maybe present
SPO
16/11/23

Serial Nos.

Part B for

SUBJECT.

Notes and D.O. correspondence regarding the measures necessary for a better control of ferries in the State

WD 1858—GPB—16,826—23-7-21

Note on Ferries.

Present Practice

Vide. para 3 of G.O. No. 911-19 Pr. 69 dt 19-5-1880

flag T

'The right of Govt to derive a revenue from the rent of ferries on public streams is one supported by custom and rests on good grounds.' In G.O. no. 1851-Rev dt 3rd June 1875, it was directed that 'the receipts from ferries on lines of road whether Imperial or Local, should be credited to District Funds the ferrymen or contractors being appointed by the District Fund Committee and subject in all respects to its control'. These 'District Fund Committees' are no longer in existence, but their place has been taken by the Local Boards Constituted under the Local Boards Regn of 1902. In Sec 20 (1)(4) of this Regn Ferry collections have been ordered to be placed to the credit of the 'District Fund' and Sec 7 (g) requires that every District Board shall, so far as the funds at its disposal will permit, provide for the control & management of such public ferries as may be entrusted to its charge.

× flag Q

× flag K

2. Accordingly, the income from this source is being enjoyed by the

*G.O. No. 1851-4 dt 3rd June 1875
flag G

*G.O. No. 6558-65-201 dt 15-11-1881.
flag N

G.O. No. 911-19 dt 19th May 1880.
P 89
and flag T

G.O. No. 9483-90
L.B 440-05-10 dt 15-4-07.
flag X

In District Boards from a long time past the Govt have prescribed a fixed Schedule of rates for the conveyance of passengers & goods over ferries and have directed* the Dy Comrs to arrange for the periodical inspection by the Builders or other Officers of all the ferry boats in their taluks and for furnishing the ferrymen on the high roads with licenses specifying the number of passengers they are licensed to carry in each boat. Further, the Dy Comrs are required to generally attach the following conditions to ferry contracts –

1) That ~~only~~ the ferrymen or ~~contractors~~ Contractors should provide and keep in good order at their own cost, such numbers of boats and of such descriptions as may be fixed by the Dy Comr.

2) That Govt Officials on duty and all Govt articles should be ferried free of charge

3) That rates in excess of the Scheduled ones should not be levied

4) That the required number of men should always be in readiness to ferry passengers ~~&c heavy passengers~~ &c without any detention

5) That only men of ripe experience should be employed to work ferries

&c.

In accordance with the foregoing instructions, the Dy Comrs have been periodically leasing out the right of working ferries, the receipts and charges on account of the same being shown under the head District Funds.

Necessity for fresh Legislation.

3. The ferry accidents involving loss of human life occuring now and then, in spite of the conditions imposed by Govt as above, which seem to be fairly comprehensive, suggest the need for providing for better control over ferries. The chief defect in the existing provisions seems to be that the conditions now imposed can only be enforced by virtue of the civil Contract entered into and that Govt Can not inflict punishment for breaches of the conditions, as ~~this~~ Govt. Orders prescribing these conditions have not been issued under the provisions of any Statutory law authorising Govt to levy any such penalty. The existing Local Boards Regulation does not authorise the framing of Rules or Bye-laws under it, to regulate these matters. Hence fresh legislation has to be resorted to, if adequate provision is to be made.

Legislation proposed

4 There are two alternative ways of doing this – one is to amend the L. B. Regulation in a suitable manner and the other is to frame a separate Regulation for the purpose as in Madras, Bombay and other parts of India. The question as to which of these alternatives is preferable depends upon whether Govt desire to entrust the management of the ferries to the Dt Boards or to keep it in their own hands. Sec 7 (g) of the L.B. Regn requires every Dt. Board to provide for the control & management of such public ferries as may be entrusted to its charge; and Sec 20(1). 4 directs that all ferry collections should be credited to Dt. Funds. Besides, the Govt. order of ix. 3rd June 1876 has laid down that the ~~free~~ ferrymen or Contractors should be appointed by Dt. Boards (then Dt. Fund Committees) and should be subject in all respects to their control. From these facts it seems to be but fair to entrust the management of the whole affair to the Dt. Boards. For this purpose, an amendment of the L. B. Regn is all that is necessary. Draft of a

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bill to amend Sec 31 A. of the Regn
is accordingly put up.

G.R.S. 13]

16.

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Pan du Range Rai[illegible] abou
Ferries &c.

Draw
7/9

(1) Rules for ferries can not be framed under the existing provision of the L.B. Regulation as sec 7 of the Reg[illegible] does not seem to vest such power.

(2) Licences subject to conditions can be provided for only with reference to the matters specified in Sec 31 (b) and clause 6 of sec 20 of the L.B. Regulation. Ferries is not one of the matters enumerated in the sections.

As regards sales, contracts may be entered into by the District Boards. (Please see para 41 of the L.B. Rules). The collection of tolls may be leased out (see para 63 of the L.B. Rules).

There is no penal provision in the Regulation prescribing punishment for the infringement of the conditions.

(3) The management of ferries in Madras & Bombay are regulated by Special acts: (Act II of 1890 in Madras, Bombay Act III of 1868, Bengal Ferries Act I of 1885.

GPB—25,000—23-I-12

Punjab, Agra & Oudh, Central Provinces, Assam, Ajmer & Merwara, Northern India Ferries Act XVII of 1878.

G.R.S. 124

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

The control & management of Ferries in Punjab, United Provinces of Agra & Oudh the Central Provinces Assam, Ajmere & elsewhere is regulated by the Northern India Ferries Act XVII of 1878.

The Ferries are the property of Govt and under sec 7 & 7A of the Ferries Act the management of them is vested in the Local Govt

All rules etc in connection with Ferries are made by the Govt of the province (i.e. the provisions of the Act)

(a) Should routine notes be written on small slips, the notes must be copied on slips pasted on this form.

Statement Shewing the income from ferries in the State during the 3 years ending 1911-12

Sl No	Districts	Income from ferries during 1909-10	1910-11	1911-12	Remarks
1	Bangalore	23	16	45	
2	Kolar				
3	Tumkur				
4	Mysore	2,025	625	528	The large Variations are explained as due to recovery of arrears & adjustment of deposits
5	Hassan	980	1174	2,155	
6	Shimoga	2,954	3,721	1,257	
7	Kadur	202	297	175	
8	Chitaldroog	356	350	350	
	Total	6,540	6,183	4,510	

Schedule of rates of fees at ferries in the State

No.	Name.	First class.	Second class.	Third class.	Fourth class.
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1	On every four-wheeled carriage ...	0 12 0	0 8 0	0 6 0	0 6 0
2	Do two-wheeled do ...	0 8 0	0 6 0	0 4 0	0 3 0
3	Do laden cart ...	0 8 0	0 6 0	0 4 0	0 3 0
4	Do empty cart ...	0 5 0	0 4 0	0 3 0	0 2 0
5	Do laden horse, animals with horses and mule.	0 3 0	0 2 0	0 1 0	0 1 0
6	Horse or tattu, laden or unladen ...	0 3 0	0 2 0	0 1 0	0 1 0
7	Unladen horse, animals with horses and mule.	0 2 0	0 1 0	0 0 6	0 0 6
8	Ass, if laden or not laden ...	0 1 0	0 1 0	0 0 6	0 0 6
9	Camel, laden or unladen ...	0 4 0	0 3 0	0 2 0	0 2 0
10	Sheep and goat	0 0 3	0 0 3	0 0 1	0 0 1
11	Palanquin ...	0 12 0	0 8 0	0 8 0	0 4 0
12	Dholi or tongon	0 6 0	0 4 0	0 4 0	0 2 0
13	For every man and woman except children of 12 years and below of age.	0 1 0	0 0 6	0 0 3	0 0 3

AMK80
23/8/1913

Ferries 10

G.R.S. 13]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Note.

T The right of Govt to derive a revenue from ferries on navigable Streams is one supported by usage and probably rests on Comd. Prom as remarked in para 3 of G.O. No. 911-19/Pn 89 dated the 19th May 18[illegible] The revenue from ferries was assigned to and enjoyed by the defunct District Fund Committees as authorized in

y para 3 of G.O.N. 1851, Rev 4 dated the 3rd June 1875

At the time of the introduction of the L.B. Regulations the

U practice of assigning the revenue from ferries to District Funds was not altered.

It will thus be seen that the District Boards have been allowed to enjoy only the Revenue from ferries — the property vested in Govt. This is supported by the circumstance that Ferries are not included in the D.F.

N. B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

GPB—85,000—21-4-09

G.R.S. 13]

(11

Routine Notes.

[To be used only for notes, requisitions etc. not intended for permanent record.]

properly detailed in para 43 of the L.B. Rules and the wording Ferry Collections in Sec 20 of Rd & Rly Though the management of Ferries can be vested in the District Board and thereafter the District Boards will be bound to provide for their control and administration under Sect clause (g) of the L.B. Regulation, Rules (are not yet framed) under the L.B. Regulation as Sec 31 of the Regulation does not confer such a power

V
K

The conditions imposed in the sale notifications re the lease of ferries can only be enforced by virtue of the civil Contract entered into and Govt can not inflict punishment for breaches of the Conditions or rules set forth in the order of May 1880 & in the sale notifications as there is no penal provision for enforcing them

T

for instance
Vide Shimoga sale

N. B.—Should routine notes be written on small slips, the notes must be copied or slips pasted on this form. Nothing

G.R.S. 13]

(12

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

N.
Two cases dealt with in the file

Ferry accidents occurring now and then involving loss of human lives suggest the need for increased control over ferries in the province and ~~the~~ ~~Govt~~ and legal power for exercising efficient control.

It is suggested that the control ~~should be~~ may be regulated by the following principles

~~1 Govt~~

1. That Govt should have the power to define a ferry to open a new one to discontinue the existing ones if necessary and to prescribe the limits of each ferry

2. That Govt should have the power of prohibiting any person working a ferry if the rules or conditions ~~as~~ prescribed by them are not conformed to

3 That Govt should have the power to fix the rates of toll for the boats &

N. B.—Should routine notes be written on small slips, the notes must be copied or slips pasted on this form.

GPB—35,000—21-4-09

(13

I.R.S. 13]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

3. That they should have the power of framing rules for the working of ferries and prescribing penalty for the breach of the rules.

4. ~~The~~ The Govt should have the power of authorizing the levy of tolls on passengers, goods etc for their conveyance across the ferries, and framing rules for the collection of tolls ~~as laid down~~ as in the case of tolls on roads.

5. That Govt should have the power of delegating their powers to the Local Bodies or to individual persons as they deem fit.

KPS
3.10.13

N. B.—Should routine notes be written on small slips, the notes must be copied or slips pasted on this form.

GPB—85,000—21-2-09

(14

MEMORANDUM.

The accompanying statement relating to Organization and Development Subject No. 7 /E.& M., is forwarded to Mr. G. Srinivasa Iyer, Assistant Secretary, for favour of necessary action as suggested below.

The gentlemen mentioned as Co-operators in column 4 of the statement may be demi-officially requested to furnish Notes of their views in the matter, if not inconvenient to them. After receipt of their views, a consolidated note with definite recommendations may be kindly prepared and sent up to me before the 1st December 1914.

D. M. Narasimha Rao.

Offg. Secretary to Government.

21st August 1914.

Confidential

Organization and Development Questions – E & M

Sl No.	Subject	Names of Officers responsible	Names of Cooperators	Probable date before which a final note with definite recommendations may be expected	Remarks
	2	3	4		6
7.	Measures necessary for a better control of ferries in the State	Mr. D. M. Narasinga Rao " G. Srinivasa Iyer	~~Mr. K. Krishna~~ Mr. K. Krishna Iyengar " K. Chandy " Srikanteswara Aiyar	End of December 1914	New Subject (The connected file was referred to the Anl Secy, Br III some time ago, by the Secy)

Dues

21/5

Forms (102-12)

16

G.R.S. 13]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

As personally directed
Draft d.o. letters to the
under mentioned Gentlemen
are submitted.

W. K. Krishnaiengar
K. Chandy
The I. G. Police.

Issue please.
GS
Mr
5.9.14.

The communications
have been issued.
Mr
5.9.

A draft d.o. letter to the
under mentioned Officer
is submitted.

Diwan Bahadur
C. Srikantaiyar Aiyar

Issue today
GS
7/9/14

2 10

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

GPB—10,000—10-12-14

Mr
9-12-14
Issued

Re Ferries

G.R.S. 13]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

17

Subd. with 2 draft. Bills one prepared on the lines of the Bombay Ferries Act, 1888 and the other for merely amending the Local Boards Regn. The Local Boards Regn, 1902, provides for the ~~establishing~~ establishment of ferries by Dt Boards (sec. 7(a)). The draft. bill provides for framing rules &. for controlling the same. After approval of either of the two drafts the necessary Statement of Objects and reasons may be drafted

I shall feel Obld if Mr Rajagopalachar will note his views in the matter.

3/12

Two alternatives are possible in this matter. One is an amendment of the LB.

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

GPB—20,000—14-7-13

G.R.S. 13]

18

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Regt in a suitable manner
(2) the other is to frame
a separate regulation for
the purpose.

To decide which
course is preferable depends
upon whether Govt desire
the management of the
ferries to be in the
hands of the Dt Boards
or in the hands of Govt
thro' their local authorities.
The scheme of the Dt Bds
Regs indicates that they
could be allowed to have
the management of public
ferries vide sections
7 (g) + 20 (1) 4. If it
is decided that the
management may be left
to the Dt Bds then an
~~add~~ amendment of the
L.B Regs is necessary
otherwise a separate
Regulation becomes necessary.

Dt Bds

As the ferry collections
are now being assigned to
the Dt Funds, it seems but

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

GPB—28,000—14-7-13

G.R.S. 13]

19

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

proper that their management also should vest in them. If this view is accepted, the next question is whether the existing regns require amendment at all. No doubt under Sec. 7, the Dr Boards can "provide for the control & administration" of public ferries; but there is no other provision enabling the Bds to make rules & satisfactorily carrying out this object. Moreover, the existing regns does not provide for the breach of any rules, made with regards to ferries. Hence an amendment of the Regns becomes is necessary. This can be done by amending the new Section 31 A of the Regns as proposed in the draft.

Dr Sec'y

SPR
11/12

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

GPB—20,000—14-7-13

Draft No (1) W

The Mysore Public Ferries Bill

Whereas it is expedient to ~~consolidate and amend the law relating to~~ regulate the use of public ferries in Mysore; His Highness the Maharaja is pleased to enact as follows

short title — 1. This Regulation shall be called the Mysore Public Ferries Regulation,

extent — It shall extend to the whole of Mysore, and

commencement — it shall come into force at once.

Govt may constitute public ferries, establish new and discontinue existing ferries. — 2. It shall be lawful for Government to declare by notification, from time to time, ~~to establish~~ and what ferries within Mysore shall be deemed public ferries, and also by notification, from time to time, to establish any new public ferry or to discontinue any existing public ferry.

Rates of tolls. — 3. Tolls according to such rates as shall from time to time be approved by Govt

shall be levied upon all passengers, carts carriages, cattle and other animals, and on all goods and merchandise, carried over any public ferry

Exemption from toll

Provided always that no toll shall be levied ~~from~~ (1) from or in respect of any baggages, carriages or animals belonging to,

(a) Any Government officials on duty

(b) Any Officer or Soldier belonging to His Majesty's Indian Army or to the Mysore Military Forces as defined in the Civil Pro. code.

(c) Any Police-Officer in uniform on duty

(d) Any person whom the ~~to~~ Govt. shall, by notification in the Mysore Gazette, deem fit specially to exempt from payment of such tolls

(2) or in respect of articles belonging to Government or of mails conveyed by the Postal Dept. and all men, cart conveyances or animals used for conveying the same;

Appointment of toll-keepers &c.

4. It shall be lawful for Government to provide for the appointment of toll-keepers, ferrymen and other servants for the management and conduct of any public ferry

Govt. may lease public ferries by public auction or private contract.

5. It shall be lawful for Government to lease any public ferry by public auction or private contract, from year to year, or for any longer period not exceeding seven years, on such conditions as Government deems ~~advisible~~ advisable, in which case a contract setting forth the conditions on which the ferry is to be held shall be executed by the contractor or farmer, and security shall be given by him for its due fulfilment, and any pecuniary forfeiture for breach of contract inserted in the deed of contract or conditions of sale by public

auction as the case may be, may be enforced in the same manner as a demand for the arrears of land revenue.

Acts of servant of contractor

6. When a public ferry has been duly leased or farmed out,

every servant of the lessee, contractor or farmer shall be deemed to be legally bound to do every thing necessary for or conducive to the safety of the public which he shall be required to do by any regulation made by the lessee, contractor or farmer, and approved by Government, and of which regulation such servant shall have had notice, and

every such servant shall be deemed to be legally prohibited from doing every act which shall be likely to cause danger, and which by any such regulation he shall be prohibited from doing, and

every person employed

by or on behalf of such lessee, contractor or farmer to do any act upon the ferries shall be deemed to be a servant of the lessee, contractor or farmer.

Table of tolls to be hung up.

7. It shall be the duty of every toll-keeper, toll-contractor or farmer to hang up in some conspicuous place at his ferry station a table of tolls, written or printed in English and in the language of the district.

Penalty in respect to table of tolls

8. Any toll-keeper or toll-contractor or farmer who shall neglect to hang up and keep in good order and repair a table of tolls as aforesaid, or who shall wilfully remove, alter or deface the same, or allow it to become illegible shall be liable on each conviction to a penalty not exceeding ten rupees.

Penalty for taking unlawful toll

9. Any toll-keeper or other person appointed as in sec. 4 who shall neglect to take

the due toll, or shall ask or take any toll other than is allowed by the table of tolls and any toll-collector or farmer, or any person in the service of a toll-contractor or farmer, who shall ask or take any toll in excess of that allowed by the table of tolls, shall be liable to a penalty not exceeding fifty Rupees.

Penalty for wilful delay

10. Any toll-keeper or other person appointed as in section 4, or toll contractor or farmer or person in the service of a toll-contractor or farmer, who without good reason shall ~~cause~~ delay any passenger, cart, carriage, animal or goods shall be liable to a penalty not exceeding fifty rupees

Penalty for refusal or evasion of toll, and for obstruction or damage

11 Any person who shall refuse to pay the lawful toll, or who, with intent of avoiding payment thereof, shall pass through any ferry-station without paying the toll, or who shall obstruct in the execution of his duty any toll-keeper or other person lawfully engaged in the management or conduct of a public ferry, and also, any person who shall maliciously damage any toll-bar, boat or other thing belonging to a public ferry, or who shall maliciously remove, alter, destroy or damage any table of tolls hung up as hereinbefore directed, shall be liable to a penalty not exceeding fifty pesos over and above the value of the damage done.

Rules for the Regulation of public ferries

12 The Deputy Commissioner of the district may, subject to such general directions as Govt from time to time may issue make rules to determine the number of passengers, carts, carriages and animals, and the quantity of goods, that may be carried in any public ferry-boat at one trip, and for the safe, speedy and convenient carriage and landing of passengers and property and for keeping the ferry-boats in good order, and for the inspection of them by Officers appointed by the Dt Commr in this behalf, and otherwise for the due discharge of their duty by the toll-contractors or farmers, toll-keepers, ferrymen and other persons employed at a public ferry.

(29)

and any Toll contractor or farmer, Toll-Keeper, ferryman or other person infringing or disobeying any such rule shall be liable to make good any loss or damage caused thereby, which loss or damage may be summarily ascertained by any Magistrate within whose jurisdiction the Offence was committed and the amount thereof may be recovered as any penalty under this ~~Act~~ Regn. may be recovered.

Penalty for carrying passengers, &c., within three miles of public ferry.

13 Any person who, ~~except as is aforesaid~~, shall convey for hire any passengers, animal, cart, carriage or goods across or upon any ~~river or~~ creek between ~~two points both of which~~ within Mysore to any point on the opposite shore or bank, not being more than three miles on either side above or below any

public ferry, without the license of the ~~Collr~~ Dy comm^r of the Dt in which the ferry is situated, shall be liable to a penalty not exceeding five hundred rupees

Penalty for conveying animal &c across creek or ferry near toll-bridge.

14. Any person who, ~~except as is aforesaid~~ shall convey for hire any animal, cart, carriage or goods across any river or creek between two points both of which are less than three miles distant from a bridge at which under the provisions of any law for the time being in force a toll is leviable on animals, carts or carriages, or who shall convey for hire any passenger, or any palankin, dooli, or other thing across any river or creek between two such points as aforesaid when under the pro-

vessels of any kind for the time being in force, a toll is leviable at the bridge on passengers, animals, vehicles, or such other thing

shall be liable to a penalty not exceeding five hundred rupees

Trial of Offences

15. All offences against this Regulation shall be summarily heard and determined by any magistrate of exercising jurisdiction in the district in which the offence has been committed, and all fines imposed may be levied in the same manner provided in sees: 386, 387 and 389 of the Code of Civil Pro. 1908.

Draft No (2)

(3)

A Bill further to amend the Mysore Local Boards Regulation, 1902

Whereas it is expedient further to amend the Mysore Local Boards Regn, 1902; His Highness the Maharaja is pleased to enact as follows

Amendment of clause (5) A of sec: 20 of the Regn.

In clause (5) A of sec: 20 of the Mysore Local Boards Regulation, II of 1902, as amended by Regn, X of 1911, the words "and (h)" shall be added at the end.

Addition of a new clause to sub-sec: (1) of sec: 31-A of the Regn

After clause (g) of sub-section (1) of sec: 31-A of the Regulation, the following new clause as clause (h) shall be added

"(h). providing for (1) the establishing of public ferries and for their management either by persons appointed by the board or by leasing

out the same by [32] public
auction or private contract

(ii) fixing the rates of
tolls that may be levied
on passengers, carts &c and
the quantity of goods, that
may be carried in any
public ferry-boat at
one trip,

(iv) the safe, speedy and
convenient carriage and
landing of passengers
and property,

(v) Keeping the ferry-boat
in good order,

(vi) the inspection of the
ferries and the ferry-boats,
and

(vii) otherwise for the due
discharge of their duty
by toll-contractors or
farmers, toll-keepers,
ferrymen, and other persons
employed at a public ferry

Postscript III will keep so that you will be able to answer me until this afternoon

Dear

7/V

Immediately

This may be given some attention

I remain yours

ES 2 4/8

This was found among some of the old files in the Legislative section

Sorted for orders.

ES 12/8/19

ASH 2480

Further action with regard to the Amendment

the 2B) V. P. Ref^n. 1918.

Letters in Legislation ES 19

ASH

34,35

Bangalore 84

Dear Mr Narasimhalu

Will you kindly let me know if you have got road to Bangalore for the repairing of public servants to prevent accidents. Have such have recently occurred on the Kamarahalli Shivanasamudram?

There is one thing that is important. Existing property of which is being permanently required by the Darwar

35

V

G. R. S. 26]

5/9

Confidential

File No. 30

Serial No.

Diary No. of letter replied to

No. J 646-8

General and Revenue Secretariat

( )

, the *191*

To

Dear Sir

Date of issue 5-9-14

I am desired to request ~~the favour of~~ you to kindly furnishing ~~Govt~~ with a note of your views in the matter of measures necessary for a better control of ferries in the State, if not inconvenient to you, on or before the 1st November 1914.

Yours Sincerely

Rs

5/9

over.

SUBJECT.

To

Mr K. Krishnaiengar
Dy Chief Engineer
K. (Kandy

Dy Comm'r - Bangalore

Dewan Bahadur
C. Srikanteswara Aiyar
D.G. Police.

Mr
5.9.14.

as.

Confidential.

D.O.No.200 III Bdle 14/10 13/10/ (37

Deputy Commissioner's Of

Bangalore, 14th October 19

Dear Sir,

With reference to your D.O.letter No.J.646-8/J.Mis.102-14 of the 5th September 1914, requesting to be furnished with my views in the matter of measures necessary for a better control of ferries in the State, I beg to state as follows:-

2. The rules for the management of ferries are contained in the marginally noted Government orders. The ferries are divided into two classes:- (1) Those worked by contractors and (2) Those worked by hereditary ferrymen. Both of them are subject to the control of the District Board, and pay a fixed annual rent. The necessary quantity of wood and bamboos required for the ferries is supplied by the Forest Department free of charge, in consideration of the ferries being utilised as a means of -- transit in the service of Government. Moreover, a few special rules have been prescribed in the late Chief Commissioner's orders Nos.911-19/P.N. dated 19th May 1880 and 2783-90/D.F. dated 7th August 1880 in the case of ferries worked by hereditary men. I think we can introduce one other rule, viz. that no ferry should work after sunset and before sunrise.

1. Chief Commissioner's No.3468 dated 6/8/1874
2. -do- 1851 ,, 3/6/1875
3. -do- 911-15 ,, 19/5/1880
4. -do- 2783-90 ,, 7/8/1880
5. -do- 2791-9 ,, 7/8/1880

Dewan's Proceedings

6. -do- 6558-65 ,, 15-11-81
7. -do- 4084-92 ,, 3/9/1882.

Hence the rules now in force together with the additional one proposed above may be adopted in the case of "Ferries" worked by hereditary men.

In the case of "Ferries" worked by contractors, no consolidated rules seem to have been published, and the following rules may therefore be taken into consideration.

(38

(1) That a ferry boat, or boats shall be supplied to every contractor, at the cost of Government, which the contractor shall be required to maintain in a good condition.

(2) That the contractor shall employ only licensed ferrymen to work the ferry.

(3) That the contractor shall entertain at his own cost the required number of licensed ferrymen who will always be in readiness to ferry the passengers etc. -- without any detention.

(4) That the contractor shall levy the fees prescribed by Government.

(5) That all Government officials on duty and all Government articles shall be ferried free of charge.

(6) That for each ferry boat the maximum number of -- passengers that may be carried should be fixed and that no heavy articles are ferried along with passengers.

Yours Sincerely,

K. Chandy

To

D.M.Narasinga Rao Esq.,B.A.,B.L.,
Offg:Secretary to Government,
Genl. & Rev. Depts.
Bangalore.

Cy Lamb either by the
Constable / in visitation of
flying the proftork Court
undertaking to [illegible]
steel wire ropes, pulleys
brackets for all the
important angles. This
will cost an [illegible] amount.

Yours truly

9 D.O.No: 676

37
Bangalore
20/11/14

My dear Mr Lakshmana Rao

With reference to your D.O letter of a few days back, I forward herewith a draft of the rule that may be introduced for the working of ferry.

Absolute clear cut a line of danger during high flood

(40

Rules for plying ~~inflated skin~~ baskets, boats and jungals across rivers in the State.

---

1. There are two classes of Ferries across the principal rivers and streams in the State.

(a) Important ferries across large rivers on lines of roads, which are worked by contractors who obtain the right of working such ferries by a bid in the annual public auction, the highest bidder -- getting the contract (vide list A).

(b) Ferries across unimportant streams or between villages which are not situated on any line of road.

These are given to hereditary ferrymen on a fixed moderate nominal rent without an annual competition (vide list B).

The rules and conditions for working both the classes of these ferries were promulgated in Government Proceedings No. 911-19/P.N.89 dated the 19th May 1880, but these rules are very general. Beyond auctioning and fixing the rents, Government exercise no control over the qualifications of the individual, suitability of his craft, sufficiency of his equipment and regulations as regards the time and mode of plying, &c.

(41

This state of things often produces disasters and many lives are lost. It is therefore necessary to lay down definite rules for the guidance of ferrymen and conduct of their work.

---

1. Before accepting the tender, the successful bidder must be bound down by a mutchalika as regards the number, dimensions and design of the baskets, boats, or jungals or platforms he should maintain at the ferry.

1 a. He should provide the required number of men to ferry passengers, good cattle or carts without any detention.

2. Before he begins work in the particular year for which he might have the contract, some officer either in the Revenue or Public Works Department should examine the baskets, boats or jungals and certify ~~themselves~~ to their good condition or suggest any necessary alterations or improvements which the contractor is bound to execute without loss of time.

3. The bamboo frame work and the hide cover of baskets should be sound and free from holes. The boats should have no

42

no holes or cracks and if there is the least sign of water collecting, the boats should be provided with a copper sheet covering on the outside. Similarly the boats used to support a jungal should be attended to. In cases where these have to be supplied by Government, the Department concerned in the supply should see to these things.

4. The number of men to be carried on a basket, boat or on the platform should be specified.

5. The village officials and the Police on their patrols in the village where the ferry is situated should frequently inspect and check that rules in this behalf are not infringed by the contractor or his agents or employes. Any violation must be suitably punished by a heavy fine and as a guarantee against the violation of the rules for safe running contractor may be required to deposit a certain sum which he will forfeit if it is proved that he has violated or disregarded instructions on any particular occasion.

6. Inflated baskets should be allowed to ply across deep standing pools or across flowing streams when the depth is small and current slow.

(49)

7. The pliers should make sure that the bamboo poles which they use for rowing are of sufficient depth and strength.

8. The boat may be used when the river is low or during ordinary floods.

9. The jungal may be used at ordinary times during moderate or high floods so long as the current is not swift and the depth very great for the poles to press against the bed.

10. In all cases in which it is intended to ply any of these during extraordinary floods, Government must provide an endless hauser across the river with winches and pulleys and arrangement to work the same so that the craft may be supported in its passage across the river and prevented from drifting.

11. contractor or Government as the case may be must provide suitable sheds for keeping the boats, jungal, &c., properly tarred and repaired when they are not required for use during summer months. Reprehensible carelessness in this matter results in the rapid deterioration of the boats and causes frequent mishap and considerable expense.

(44

omit. Contract by Rule 2.

12. The boats, jungals, &c., must be inspected and certified to be sound and safe by an officer of the Public Works Department at the commencement of the rainy season.

13. Each contractor or ferryman shall be provided with a license specifying the above conditions.

14. Each contractor or ferryman should maintain a list of the rates of fees to be levied as sanctioned by Government and to be shown to the passengers when demanded. The list should be authenticated by the Amildar of the Taluk in which the ferry is situate. He shall not levy higher rates.

15. Government officials on duty and all Government articles shall be ferried free of charge.

16. Failure to conform to any of the rules laid down will end in the forfeiture of the contract.

J.J
20/11/14

(46
19

G. R. S. 26]

File No.

Confidential
Serial No.

Diary No. of letter replied to

No. J 1625.

General and Revenue Secretariat

( )

, *the* 191 .

To

Dear Sir

Date of issue 2/12/14.

Signed by M. G. Srinivasa Iyer

I am to refer to the office confidential d.o. letter No J 646-8 of 5.9.14 requesting you to furnish your views before the 1st Nov 1914 with a note of your views in the matter of measures necessary for a better control of ferries in the State.

As the question has to be taken up for very early consideration, I am desired

P. T. over.

SUBJECT.

Chir
2/12

46

To request your immediate
submission of a note of
your views on the subject

Yrs sincerely

Gs
2/12/14

To
Dewan Bahadur
C. Sir Kanakaraja Aryan
Dy. Officer

M. K. Krishnayyar
Chief Engineer

KRC
2-12-14.

List of enclosures,

Copied by

Examined by

3PB—25,000—4-3-13

No. 2589/309

Encl. one

OFFICE OF THE INSPECTOR GENERAL OF POLICE IN MYSORE.

Dated Bangalore 21st Dec 1914

47

From

J 2060

Diwan Bahadur C. SRIKANTESVARA AIYAR, B.A., B.L.,

Inspector General of Police in Mysore.

To

D. M. Narasinga Rao Esquire, B.A., B.L.,

Offg. Secretary to the Government of H.H. the Maharaja of Mysore, Genl. and Rev Departments.

Sir,

With reference to your D.O. No.J.646-8/J.Mis.102-14 dated 5-9-1914, calling for my views for a better control of ferries in the State, I have the honor to forward herewith a short memo on the subject.

I have the honor to be,

Sir,

Your most obedient servant,

C. Srikantesvara Aiyar

Inspector General of Police.

MEMO.

In addition to the precautions now being taken under the standing orders, the following additional rules may be laid down:-

(1) Near every ford a rain proof shed should be constructed to keep in the ferry in the off season to protect it from the sun.

(2) On a day to be fixed by the Deputy Commissioner and District Magistrate, fully a fortnight before the date of starting the ferry(in cases where they ply during certain months of the year) and in all other cases say on the 1st of May or so, the Amildar and the D.P.W. Sub Division Officer should hold a joint inspection of the ferry and submit their report to the Deputy Commissioner as to its fitness or otherwise.

3. All repairs needed to the boat or ferry must be decided well in advance by the Amildar and reported to the Deputy Commissioner 2 months before the date fixed for the joint inspection ordered in para (2) above.

4. On receipt of the joint report mentioned in para (2) the Deputy Commissioner shall himself inspect the ferry or boat or ask one of his Assistant Commissioners including the

49

the District Superintendent of Police to do so.

5. On the boat or ferry a conspicuous mark should be made by means of paint or otherwise to show the extreme limit of the draught, so that even the illiterate passengers may see for themselves whether it is safe to go on the boat or not.

6. Ordinarily no boats should ply between sunset and sunrise.

7. Government should provide boats and ferries and not have them to be supplied by private persons.

8. Where private individuals have been plying this trade per mamool providing their own boats and paying a very small rent to Government, they may be continued to work but it would be well, the boats were provided by Government, slightly raising the rent, if need be.

9. Since the revenue from this source is of minor consideration, instead of selling the right of ferrying annually to the highest bidder, it would be much safer to sell the right to the same individual for an average up-set price or at least to conduct sales once in 5 or 6 years.

10. All Revenue, Police and D. P. W. officers having occassions to visit ferries should be required to inspect and enter their remarks in a book to be kept for that purpose and forward a copy to the Deputy Commissioner. The Station House Officer and the Sheikdar should be required to inspect all the ferrie within their ranges once a fortnight alternately during the working season, if not oftener.

11. The Patel, the Shanbogue and other village servants of the village or villages within whose limits a ferry is situated should be ordered to keep a strict look out and prevent all irregularities. In consideration of this service, a small percentage of the collection may be paid to them annually.

12. A copy of the rules showing in bold type, the hours of plying, the maximum weight (No. of men, No. of animals or No. of men and animals) the boat can carry, and the charges to be paid, may be pasted on a board and hung up in a conspicuous place in the ferry protected from rain &c.

Srikantavarmaja

Inspector General of Police.

cgs